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INTERVIEW SUMMARY

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On March 28, 1990, (b) (6) was interviewed by (b) (6) and (b) (6), both of TechLaw, Inc., regarding the Berks Landfill site (hereinafter "the site"). The interview was conducted in (b) (6)'s office at the Western Berks Landfill, where he is currently the supervisor of operations.

(b) (6) worked full-time for Ben Lombardo Equipment Company (BLEC) from 1971 to 1978. His duties included repairing and painting equipment and delivering new and repaired equipment to BLEC customers. He noted that he was usually either on the road or in the machine shop. However, he also had some duties at the site. These included putting cover over the fill when needed and driving a truck to pick up wastes for disposal at the site.

(b) (6) drove a 5- or 6-ton flat-bed dump truck with wooden sides from Continental Can Company (Continental Can) to the site. In 1972 and from 1975 to 1977, he hauled one to two truck loads of waste per day, three to four times per week. (b) (6) first stated that he was the only person that drove this route during these time periods. However, he later noted that when BLEC was "booming," (b) (6) also hauled from Continental Can to the site. After 1978, a number of BLEC drivers serviced Continental Can, including (b) (6) and (b) (6), a deceased site employee.

(b) (6) hauled the following wastes from Continental Can to the site: 40-gallon fiberboard drums, 55-gallon metal drums, scrap metal, paper trash, and wooden pallets.

The 40-gallon drums were barrel-shaped, wax-lined, 4-feet tall, corrugated cardboard drums. The drums were both open and closed and each drum was one-half to three-quarters full of a hard "scrap wax" substance that "weighed as much as concrete," according to (b) (6). The scrap wax was beige in color and did not have a distinctive odor. One truck load of waste might contain a total of 30 to 40 drums. However, not every load was comprised strictly of drums. Sometimes a load would consist of 50 percent drums and 50 percent wooden skids.

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Some of the 40-gallon drums contained a white, milk-like liquid (b) (6) knew that the substance in the drums was liquid because he could hear sloshing when he lifted the containers onto the truck. The drums were very heavy and were likely full or almost full. (b) (6) speculated that this waste was a type of "cutting-coolant". It had a stench like a decaying dead animal. These drums were usually closed, however, occasionally a lid would be missing from one of the drums. There was no set amount of these drums hauled from Continental Can to the site. (b) (6) estimated that six to fifteen of these drums were present in a load of waste.

The fiberboard drums were printed with a "triple C" logo. The logo appeared as three concentric letter C's printed in blue and white. Some of these drums may have had "flammable" written or printed on them, but (b) (6) could not be sure.

(b) (6) further stated that he occasionally hauled 55-gallon metal drums in a variety of colors and markings from Continental Can. However, he could not recall specific markings during the interview. The amount of these drums varied from four to twelve drums per load. The drums were usually closed with lids and contained cutting oils and paints. (b) (6) knew that the drums contained these substances because, during hot weather, these wastes expanded and bubbled over onto the lids and the sides of the drums. The cutting oils were clear and sometimes dark, and had an odor similar to paint thinner that would "make you woozy". The paints were charcoal gray, blue, red, and possibly green in color.

(b) (6) sometimes hauled from Continental Can a large sheet of scrap metal with a waxy, epoxy-like coating. The metal was disposed of in one sheet approximately 4 feet x 4 feet square, lying on top of a wooden pallet. (b) (6) hauled one sheet approximately once per month but sometimes as infrequently as once every three months.

(b) (6) also hauled paper trash from Continental Can and commented that Continental Can was "a very tidy place".

(b) (6) disposed of the Continental Can wastes in the "upper portion" of the site. During the interview, (b) (6) circled areas on a map where waste disposal was taking place. (This map appears on page A-10 of this report.) He could not recall any specific disposal area at the site designated for Continental Can wastes. (b) (6) stated that a driver would back-up to the disposal area used for that day, remove the lids from the fiberboard and metal drums, and then unload the drums and push them into the fill. The drums were later crushed into the fill by a dozer operator.

The only other location that (b) (6) hauled wastes from was the City of Reading (Reading). He hauled wastes from Reading to the site after the 1972 Agnes flood clean-up. These loads consisted of one or two pick-up trucks of spray paint and paint thinner cans in cartons. (b) (6) recalled that the cans were marked "Glidden". He believed that the cartons had washed down the

river from Glidden Paints during the flood (b) (6) also hauled one or two tractor trailer loads of waste from Reading to the site. These loads consisted of household wastes, additional hand-held aerosol cans marked "Glidden," and some 1-quart latex paint cans.

(b) (6) was questioned about possible waste disposal at the site by the following parties, but he had no information.

Ajay Enterprises
Avril Chemical
American Color
Armstrong World Industries, Inc
Automotive Service, Inc
Avril Chemical
CECOS International, Inc
Construction Fasteners
CPS Chemical Company
Dick Brothers
Eastern Machine
General Battery Corporation
G&S Co
I U Conversion Systems
Kawecki-Berylco
Lukens Construction Co , Inc
Luppold Roofing
James Marshall
Metzval Corporation
J Walter Miller Company
Moyer Packing Company (MOPAC)
Nassaux-Hemsley, Inc
City of Philadelphia
Reading Eagle Times
Reading Hide Tannery
Roxborough Memorial Hospital
Sensening Roofing
Temple University Hospital
Textile Chemical
V F Outlet
Vineland Chemical Co , Inc
Voggle Co , Inc
Warner-Lambert Company
Western Electric
Waste Management, Inc
Windsor Service, Inc

(b) (6) recalled the following companies when named, however, he could not recall if the companies used the site

Browning Ferris International (BFI)
Carpenter Technology Corporation
Hoffman Industries
Stabatrol
Temple Tire, Inc
Textile Machine

According to (b) (6) Automotive Service, Inc, used the site for disposal of scrap cardboard, boxes, pallets, sheet metal, and general debris

(b) (6) was questioned about possible waste disposal at the site by the following waste haulers and provided the following information

Tony D'Amore Hauled cardboard to the site

George Gensemer (b) (6) recalled that Mr Gensemer used the site but he could not recall the type of waste that Mr Gensemer hauled to the site

"Icky" Luccina Purchased bulldozer parts from BLEC (b) (6) did not have any recollection of wastes hauled to the site by Mr Luccina

John Pincatore (b) (6) recalled that Mr Pincatore drove either blue and white or red and white trucks to the site He believed that Mr Luccina hauled household wastes

"Dickie" Thomas (b) (6) recalled that Mr Thomas drove green and white trucks to the site Mr Thomas hauled household wastes

(b) (6) did not have any information concerning the following haulers

Caterbones Refuse Service
Globe Disposal
Industrial Waste Removal, Inc
Jonas Waste Hauling
Mel Goldberg
Good's Trash
George Nickels, Jr

(b) (6) identified the individuals listed below as employees or former employees of the site (b) (6) referred to his address book for some of the addresses and phone numbers and provided the following information concerning these individuals

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When questioned about the possibility of after-hours dumping at the site, (b) (6) indicated that the site's hours of operation were 8 00 a m to 4 30 p m , Monday through Friday, 8 00 a m to 3 00 or 3 30 p m , Saturday, and closed Sundays (b) (6) stated that he had access to the office at all hours of the day and night, and did not recall seeing any trucks dumping at the site after normal operating hours.